



THREE RIVERS LEVEE IMPROVEMENT AUTHORITY

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Project Status Report dated March 7, 2006

(Submitted to The Reclamation Board for the March 17, 2006, meeting)

A progress report of the various phases of the Three Rivers Levee Improvement Authority (TRLIA) project is provided in the followings sections of this document.

Levee Design and Construction Work

Phase 2 Levee Repair - Bear River Station 131 and easterly, Western Pacific Interceptor Canal and Yuba River from just east of Highway 70 to the Union Pacific Railroad embankment: Most work has ceased because of wet weather and environmental permit constraints. Erosion protection measures have been placed on the slopes to protect them from the winter rains and work areas are inspected after storms to be certain erosion is controlled. The improvement work is expected to restart in April-May 2006 according to environmental permit conditions. Construction of the seepage berm along the south bank of the Yuba River was started in August 2005, and continues. Wet weather has appreciably slowed progress on this work. Approximately 95 percent of the sand berm has been constructed to date.

Phase 3 Construction – Bear River Setback Levee between the Feather River Levee and the limit of Phase 2 construction: Construction of the levee foundation has been completed. The remainder of this initial setback levee construction work entails installing two relief wells near the western tie-in. Installation of these relief wells continues to be delayed by high stages in the river and high groundwater levels. These two parameters are monitored weekly and the relief wells will be installed as soon as levels drop to proper levels. Bids for construction of the embankment of the setback levee have been received and evaluated. Four bids were received and Nordic Industries is the apparent low bidder. All bids were below the engineers estimate. Contract award is scheduled for March 14.

Phase 4 – Feather River Levee between Bear and Yuba Rivers, Yuba River levee between the Union Pacific Railroad embankment and the Goldfields: HDR and GEI have initiated design of the Phase 4 portions of the Yuba River and Feather River Levees respectively. The Phase 4 Problem Identification Report has been finalized and distributed to the design teams. The TRLIA board voted to accelerate design efforts on the Yuba River so remediation construction between the Union Pacific Railroad and Simpson Lane can proceed in 2006. An alternatives analysis report to investigate the possibility of a setback levee along the Feather River is under preparation. The remainder of the studies will be complete in late 2006 with construction occurring in 2007 and 2008.